

# Gangkong Daily Press.

ESTABLISHED 1872.

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THE  
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No. 16936, 號六十三百九千六萬一第一日初月七月壬 HONGKONG, TUESDAY, AUGUST 18TH, 1912. 二年三十月八月二十百九十一英港香 PRICE, \$3 PER MONTH.

## INTIMATIONS

GEEEN ISLAND CEMENT COMPANY

## PORTLAND CEMENT.

In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a304]



THE WHISKY OF TWO  
HEMISPHERES.  
MACGREGOR'S  
V. O. S.

As Supplied to the House of Lords and House of Commons, London, and to the  
Houses of Parliament, Ottawa, Canada.

CALDBECK,  
MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS

[a26]

MITSU BISHI GOSHI KWAIASHA  
(MITSU BISHI CO.)  
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OCHI, MUTABE, YOSHINOTANI,  
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SHARU, MUROKAN, KOBE, OSAKA,  
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Codes: AL, ABU 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
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MANILA: Messrs. MACDONALD & CO.  
SINGAPORE: Messrs. BORNEO CO., LTD.

For Particulars, apply to—  
Y. SHIBUYA,  
Manager,

No. 2, Pedder Street, Hongkong  
Hongkong, 2nd August, 1912. [a316]

SIEU TING  
SURGEON DENTIST,  
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TERMS VERY MODERATE  
Consultation Free.  
Hongkong, 21st September, 1905. [a35]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all  
Bore and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to SSSG. at \$6, 37  
and \$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.  
Hongkong, 26th October, 1906. [a375]

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IRON, Steel, Metal and Hardware Merchants  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
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PEAK TRAMWAYS COMPANY  
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## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS.  
4.5 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
Every 15 minutes.

## SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central, and JOHN D. HUMPHREYS & SON  
General Managers. Hongkong, 16th June 1911. [a57]

THE WHISKY OF TWO  
HEMISPHERES.

MACGREGOR'S  
V. O. S.



As Supplied to the House of Lords and House of Commons, London, and to the  
Houses of Parliament, Ottawa, Canada.

CALDBECK,  
MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS

[a26]

THE YOKOHAMA DOCK  
CO., LTD.

Telegraphic Address—"DOCK," Yokohama.

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Every description of repair work is undertaken. A large assortment of material  
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tugs, lighters, constructional steel work, etc. tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.  
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Mooring Basin, 500 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a706]

S.M.R.

SOUTH MANCHURIA RAILWAY.



SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIBEN.

## SUMMER SCHEDULE.

(EFFECTIVE FROM MAY 1st, 1912.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining, and First Class Cars, is operated between Dairen and Changchun  
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct  
Steamer Service by the S.S. "KORE MARU" and "SAIXIO MARU" (2,877 tons each, and  
equipped with wireless telegraph) as follows:

## NORTH BOUND.

Art Class Fares	Connecting at Harbin with			State Express for Moscow	Wagon-Lits for Moscow	State Express for St. Pet's.
	Shanghai (Steamer) ... Lv.	a.m.	Mon.			
\$40	Dairen (S.M.R. Train) ... Ar.	2.00 p.m.	Sun.	"	"	Fri.
Y 14.95	Mukden ... Ar.	10.10	"	"	"	"
Y 11.50	Changchun ... Ar.	10.25	Mon.	Thurs.	"	Sat.
R 9.60	Dairen (Russian Train) ... Lv.	4.50 a.m.	"	"	"	"
	Harbin ... Ar.	6.00	"	"	"	"
		1.45 p.m.	"	"	"	"

## SOUTH BOUND.

Connecting at Harbin with	State Express from St. Pet's.	State Express from Moscow	Wagon-Lits from Moscow	Mon.		
				Mon.	Wed.	Fri.
B 9.60	Harbin (Russian Train) ... Ar.	7.20 a.m.	Mon.	"	"	"
	Changchun (S.M.R. Train) ... Ar.	3.30 p.m.	"	"	"	"
Y 11.50	Mukden ... Ar.	4.00	"	"	"	"
Y 14.95	Changchun ... Ar.	11.00	"	"	"	"
	Dairen (Steamer) ... Ar.	6.30	"	"	"	"
Y 40.60	Shanghai ... Ar.	11.20 a.m.	Tues.	Thurs.	Sat.	"
		Noon.	"	"	"	"
		Fri.	"	"	"	"

\* Russian Train Time is 23 minutes faster than S.M.R. Time.  
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

MUKDEN-ANTUNG LINE.—Three Weekly Express Services between  
Changchun and Seoul, changing only at Mukden, establishing direct link between the  
Trans-Siberian Express Service and the Chosen (Korea) Express Service, reducing the  
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passage between Fusui and Shimenosaki.
RAILWAY HOTELS—YAMATO HOTEL. (Tel. Add.: "Yamato.") at Dairen. Port Arthur, Mukden, Changchun and Hsichihgau (the finest seaside resort  
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TICKET AGENCIES.—The Company's railway and steamer tickets are  
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Messrs. Thos. Cook & Son; and Reisebüro der Hamburg-American Line; the Nor-disk  
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NIPPON YUSEN KAISHA Agents.

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THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,  
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## MINING DEPARTMENT:

SOUTH MANCHURIA RAILWAY CO.,  
Agents: MIISUI & CO., Shanghai.

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MITSUBISHI DOCKYARD  
AND ENGINE WORKS.

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Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water  
Keel-Blocks. 510 ft. 77 ft. 26 ft.

3 Dry Docks [No. 1 ... 350 ft. 53 ft. 24 ft.]

[No. 2 ... 350 ft. 56 ft. 26 ft.]

[No. 3 ... 714 ft. 88 ft. 34 ft.]

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU" 716 tons and 12 knots speed, is always

ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

[a257]

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Keel-Blocks. 510 ft. 77 ft. 26 ft.

2 Dry Docks [No. 1 ... 350 ft. 53 ft. 24 ft.]

[No. 2 ... 350 ft. 56 ft. 26 ft.]

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a219]

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[a219

## INTIMATION

**A. S. WATSON & CO., LTD.**  
ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS

**BRANDY**

Our Brandies are  
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TO BE  
**PURE GRAPE**  
**SPIRIT.**

	Per cent. of 1d. per Bot.
A—SUPERIOR PALE, Red Capsule	33.40 2.45
B—SUPERIOR OLD COGNAC, Red Capsule	31.40 2.70
WATSON'S *** COGNAC, Gold Capsule	31.40 2.70
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	37.40 3.20
D—VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	43.40 3.70
D—FINEST OLD BROWN BRANDY, Gold and White Capsule	49.40 4.20

(The above Prices include duty.)

**A. S. WATSON & CO.  
LIMITED,**  
ALEXANDRA BUILDINGS.

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

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Codes: A.R.C. 5th Ed. Lieber.  
P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, AUGUST 13TH, 1912.

THE Panama Canal Bill, as passed by the Senate Washington, falls into line with the views on the subject which Mr. ROOSEVELT has been expressing in his campaign to secure another term as President of the United States. All ocean traffic he would have placed upon even terms and treated the same in all respects, but he insists that American coastwise vessels shall pay no tolls. The Bill just passed by the Senate exempts coastwise vessels from the payment of canal tolls. We are told in the telegram that the Senate's action has created a good deal of feeling among British ship-owners and that several American newspapers also strongly condemn the Bill and point out that Britain may retaliate by reducing the Suez Canal tolls, and so divert the traffic which otherwise would pass through the Panama Canal. If exemption is strictly confined to vessels engaged in ordinary coast trade, it is not very obvious why the passing of such a measure should be expected to influence the Directors of the Suez Canal to make further reductions, and one can only conclude that these anticipations rest upon a belief that the so-called coasting vessels which will be exempt from paying tolls will be employed in some way to the disadvantage of the ocean carriers. But the point of the whole question is: How does this decision square with Clause III. of the HAY-PAUNCEFOTE Treaty? This says: "That the canal shall be free and open to vessels of commerce and war of all nations observing these rules on terms of entire equality,

so that there shall be no discrimination against any such nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise, such conditions and charges of traffic to be just and equitable." The Senate has sought to surmount this obstacle by so amending the Bill as to enable foreign vessels to obtain American registry and thus secure free passage through the Canal. But, however easy the Bill makes it for foreign vessels to obtain American registry, it can hardly be expected to command itself to the British Government and people at honorably fulfilling the HAY-PAUNCEFOTE Treaty stipulations. The British protest delivered to the United States Government a month ago indicated that the intention of the British Government having been called to various proposals from time to time made for relieving American shipping from payment of tolls on vessels passing through the Panama Canal, the Government has studied carefully these proposals and the arguments in support of them, with a view to bringing to bear on them the provisions of the treaty between the United States and Great Britain dated November 18, 1901. The communication summed up the proposals mentioned as (1) one to exempt all American shipping from tolls; (2) one to refund to all American ships tolls which they might pay; (3) one to exempt from payment of tolls American ships engaged in coastwise trade; (4) one to repay the last-named class of American ships the tolls they might pay. The communication indicates it to be the opinion of His Britannic Majesty's Government that to exempt all American shipping from payment of tolls would involve an infraction of the treaty, and indicates, further, the opinion that there would be no difference in principle between charging tolls, only thereafter to refund them, and remitting such tolls altogether. The opinion is expressed that that method of charging, but refunding tolls, while perhaps complying with the letter of the treaty, would still contravene the spirit. The communication admits that there is nothing in the HAY-PAUNCEFOTE Treaty to prevent the United States from subsidizing its shipping, but claims that there is a great distinction between a general subsidy, either to shipping at large or to shipping engaged in any given trade, and a subsidy calculated particularly with reference to the amount of use made of the Canal by the subsidized lines or vessels. Such subsidy, if granted, would not, in the opinion of His Britannic Majesty's Government, be in accordance with the obligations of the treaty, &c. With respect to the proposal that exemptions shall be given to vessels engaged in coastwise trade, the communication states that it may be that no objection could be taken if the trade should be so regulated as to make certain that only bona fide coastwise traffic which is reserved to American vessels would be benefited by this exemption, but that it appears to His Britannic Majesty's Government that it would be impossible to frame regulations which would prevent the exemption from resulting in preference for American shipping, and consequently in an infraction of the treaty. The discussion of the Bill in the Senate was remarkable for an amazing statement by Senator Lodge. He was a member of the Foreign Relations Committee that reported upon the HAY-PAUNCEFOTE Treaty. He said it was his opinion then that it left the United States free to regulate its own commerce through the Canal, and he believed then and still believes that the United States was not included in the nations "to be treated with equality" under the Treaty! He suggested that the reference of the dispute to The Hague might be avoided by the Government's paying the tolls on American ships. There was little doubt what the result would be should the question be submitted to The Hague. "Do you think we should lose?" asked Senator SMITH of Georgia. "Unquestionably," replied Senator Lodge. In view of the terms of the British protest, quoted above, it is evident that reference of the matter to The Hague cannot be avoided by the Government paying tolls on American ships, and the result of the arbitration is as "unquestionable" as in the other case. Consequently, in these circumstances the exercise of the Presidential veto cannot be regarded as an unlikely event.

In Cheng-hsien, the Premier, has appointed M. d'Hormon, a Frenchman, to be his secretary.

The strike at Quarry Bay of mat bag packers is practically ended, additional men having been brought in.

Lieutenant Brown, Wellington Barracks, reports to the police that he left in a ricksha bank notes to the value of \$280.

A schoolboy, said to be incorrigible, was yesterday convicted at the Magistracy of stealing a hat and was sentenced to 12 strokes with the birch and to 48 hours' detention.

Lady May holds her second "At Home" to-day at Mountain Lodge.

The two Frenchmen arrested at Shanghai in the recent counterfeiting raid will be tried at Saigon.

According to Japanese custom, the new reign is distinguished by a new year-name. Meiji, or Enlightened Rule, is succeeded by Taisho, or Great Justice.

Two house boys were charged at the Magistracy yesterday with assaulting a forester who was arresting a woman for cutting turf. The charge was dismissed.

The Collector of Customs at Iloilo has imposed a fine of \$50 on Captain Sidford of the steamer *Kaifong*, for allowing opium to be smuggled into that port. The decision has been appealed from by the captain, who put up a \$1,000 bond.

Three men belonging to the launch *Taikoo Shing* were arrested at Yau-mati on Sunday charged with stealing 123 pounds of candles belonging to Butterfield & Swire. The candles were of the kind served out to fitters engaged to do work on steamers, and had evidently been stolen.

At the Magistracy yesterday a Chinese fisherman was charged with failing to attach to a package of dynamite a label indicating the dangerous nature of the contents; failing to hoist the red flag over his boat, and failing to anchor in the "dangerous goods" anchorage. Defendant was fined \$50.

An American Consular report states that in Siam, instead of being used for a beverage, the leaves of the tea plant, after being fermented, are rolled into balls, one of which is placed in the hollow of the cheek and allowed to remain there until the soluble contents have been exhausted. This use of tea, it is stated, is common in Northern Siam.

A baker from Aberdeen was charged before Mr. Melbourne at the Magistracy yesterday with selling lottery tickets. It appeared that the tickets were secreted under the cakes which he had in his basket. The defendant was a very old man, whom the police had known for years, and he was bound over in \$50 to come up for judgment when called upon.

Yesterday at the Magistracy Inspector McHardy made application for the remand of a man arrested in connection with the alleged murder of a man at Wanchai. It will be remembered that the victim entered the Police Station at Wanchai with a wound in his throat and wrote down the name of the man said to have inflicted it. The application was granted, and the man was remanded.

Hongkong is promised an interesting entertainment in the City Hall on Friday and Saturday evenings next. The great Carnegeot Troupe of European artistes, including Mr. Sladeck, the world's champion trick cyclist, conjurors and magicians, national character dancers, acrobats, etc., comes here with an excellent reputation, and their show is warranted one of the best ever seen in the City Hall. An advertisement appears on page 4.

A man and a woman, deportees from Singapore being returned to China on the *Seang Choon*, were charged at the Magistracy yesterday before Mr. Melbourne with having stolen—the man £6 10s. belonging to another passenger—and the woman a bundle of clothing belonging to the same complainant. When the police appeared on board they found the money hidden in the man's mouth under his tongue. They were each sentenced to six weeks' hard labour.

It looks as if the thieves who had been busy in Kowloon during the past few weeks in raiding houses under cover of the darkness of night had changed their tactics and had resolved on daylight operations. On Friday last one resident who had just received from the tailor two suits of clothing had them stolen as they were airing on his tennis court in Granville Road, and another gentleman residing in Carnarvon Road was more unfortunate, thieves entering his residence and stealing eleven suits of shiny silk and a pair of boots, the gentleman being left with only the summer clothes in which he stood.

## DIVIDENDS ANNOUNCED.

The general managers of the Anglo-Java Estates, Ltd. announce in our advertisement columns an interim dividend of 6d. per share for the past half year.

The Chinese Engineering and Mining Co., Ltd. (in liquidation) announce in our advertisement columns a dividend of 7½ per cent. for the period ending 27th June last.

It is expected that the Government will accept the demands.

## TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE KATSURA'S RETURN TO JAPAN.

TOKYO, August 12th.

Prince Katsura has returned from Europe, and a remarkable reception was accorded him at Shimbashi Station.

Early this morning the Prince drove to the Palace, and later had a conference with Prince Yamagata, lasting four hours.

AMERICA'S SPECIAL AMBASSADOR TO TOKYO.

TOKYO, August 12th.

Great satisfaction is expressed over the appointment of Mr. Knox as the Special Ambassador of the United States to attend the funeral of his late Majesty the Emperor, since his visit offers an opportunity for the discussion of pending questions.

[THROUGH REUTER'S AGENCY.]

THE EARTHQUAKE IN TURKEY.

WIDESPREAD DESTRUCTION.

GREAT LOSS OF LIFE.

LONDON, August 12th.

A message from Constantinople states that the earthquake was felt over the whole country between Constantinople and Adrianople, the centre apparently being the Dardanelles, where it lasted thirty seconds.

There is scarcely a building at Gallipoli and Tchatal that has not been damaged. Fugitives report that in the village of Ilora 80 have been killed and 300 injured and in the village of Myriowhite 300 have been killed and 600 injured. The former village was destroyed, but the latter and many others are burning. Two villages have been engulfed. The Greek church and the mosque at Tchatal have been destroyed.

Steamers report that the lighthouses at Genos and Nors have disappeared.

The villages adjacent to the flames and the warships in the Dardanelles thought it was an attack by torpedo boats.

A Paris message states that the Constantinople newspapers give the number killed by the earthquake at 1,000 and the injured at 5,000 or 6,000.

LATER.

The latest estimate of killed and injured is 1,200, throughout the whole area.

There are 15,000 homeless in the whole of the South-Western part of the villayet of Adrianople which has suffered most from the earthquake.

Thousands of refugees are in the hospitals of Constantinople. Twenty mosques and other public buildings were partially destroyed in the town of Adrianople.

Smyrna also experienced the shock, but no damage was done.

TURKEY AND BULGARIA.

SERIOUS SITUATIONS.

LONDON, August 12th.

Reuter's correspondent at Sofia telegraphs that excitement over the Kachanovska massacre continues. The Press is threatening and clamouring for war. There is a warlike agitation in Southern Bulgaria, where meetings are being organised.

FIGHTING ON THE MONTENEGRIN FRONTIER.

LONDON, August 12th.

Fighting has been resumed between Turks and Montenegrins on the frontier. The Turks have been reinforced.

POPULAR DEMANDS IN ALBANIA.

London, August 12th.

The Albanians have presented thirteen demands to the Government including the restoration of arms, educational reform, the construction of roads, assistance to agriculture, and the application of local revenues to local purposes.

It is expected that the Government will accept the demands.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 10th.

SOLDIER SHOT.

A soldier was shot yesterday for looting as an example to the rest of the troops. A band of soldiers was ordered to secure the arrest of a wanted robber who was suspected to be in hiding in a certain street, and a number of houses were surrounded and searched. Some time after the wanted criminal had been found and was being led off an officer perceived one of the soldiers in possession of a pair of silver armlets and a sum of money. The soldier was questioned and it came out that he had stolen this from a woman in one of the houses searched. The money amounted to \$72, and the man was immediately put in custody and later on tried for robbery while on duty. He pleaded guilty and was condemned to be shot and the execution took place yesterday. Lately the troops have been on very good behaviour when searching and very few complaints are to hand. However, this isolated case will help to keep this the case and be an example to any in the army who may have the "get-rich-quick" idea in their head.

## CINEMATOGRAPH TO THE FRONT.

A cinematograph show of the fighting between the revolutionists and the imperialists at Hankow last October is advertised to take place in one of the theatres of the City. To-night is the first exhibition, and great interest is being shown, crowds of people surrounding the advertisements. The films are said to be very good and thoroughly up-to-date and no effort is spared for effect. The authorities will now have to see that at any future fighting which may occur a place is reserved for the cinematograph operator, or the battle may be of no avail.

## BLIND GIRLS.

The head of the Police Department has issued an order that all blind girls under the age of eleven are to be reported, when they will be sent to an asylum for the blind at Fong Tsun, where they will be educated and cared for. Blind girls are greatly in demand as singers, and it is customary for people to buy these girls at a young age and train them as a sort of investment. They can earn from one dollar to ten dollars a night singing at flower-booth parties or in private houses and are usually a very good investment for the owner. However, although many of the masters of these unfortunate girls are kind and treat them well, in some cases they are very cruelly treated and beaten, and thrashed when they are learning to sing. It is on the strength of a number of complaints of this kind that the Police Commissioner has taken this step.

## MISSING SUBSCRIPTION SHEETS.

Not long after the Revolution a public subscription was raised and money was solicited from people at home and abroad. To reliable people subscription sheets designed by the head of the Finance Department were issued and were to be returned when full with the money collected. This scheme did not prove a very good one and was soon abandoned and the sheets called in, but quite a number of the zealous men and women who took up the work have not yet returned their lists and do not seem to intend to do so. The provincial financier has taken up the matter and demands the return of all lists without further delay. He refuses to take any excuse of their being lost and intends to make a searching inquiry to find out if these people have been using this means of enriching themselves.

## REMOVING SIGNS OF THE DYNASTY.

The Government are very zealous in knocking down temples, statues and buildings of any kind which are peculiar to the old Government. In front of some of the yamens in the city there used to be huge dragons, and sometimes a monster, painted on the wall. All these things have been knocked down and destroyed mostly soon after the Dragon flag came down. Lately it was decided to remove a large monument opposite the provincial financier's yamen, and a scaffolding has gone up, and the work of demolition is going on merrily. Also the huge dragon which used to be opposite the Tarim General's yamen has disappeared and is seen no more guarding the entrance.

## THE POSITION OF SILVER.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular, dated July 18:

At the slightly lower prices now ruling Government Commissions in the Transvaal, and on several occasions received the thanks of the Administration for the valuable public service he rendered. He was appointed the sole Commissioner to inquire into the allegations of immorality against the imported Chinese labourers in Rand mines, and performed a similar office regarding the inquiry into the non-publication of detailed mining statistics by the Transvaal Department of Mines. In 1907 Mr. Bucknill left South Africa to take up the important position of King's Advocate in Cyprus (an appointment previously occupied by the present Chief Justice of Hongkong); and from April to June of the following year he discharged the duties of Acting Chief Secretary.

He is a Fellow of the Zoological Society, and among the stress of all his public work has found time to write several ornithological works, including one on the Birds of Surrey.

The stock in Bombay and the offtake are unchanged, but Shanghai reports a small increase in the stock of Sycamore and bars of about \$25,000.

## KWANGCHAUWAN NOTES.

[FROM OUR OWN CORRESPONDENT.]

August 9th.

## SOCIAL.

The monotony of life at this port was somewhat relieved last week by the visit of the revenue cruiser *Kai-pen* (Commander Pitcairn), and numerous entertainments were arranged. Among these may be mentioned an "At Home" given by the Commander and officers held on board the cruiser, which was largely attended, and a similar function at the Kwangchauwan Club, at which the entire Colony was present. Both functions were thoroughly enjoyed, and those concerned in the arrangements are to be highly praised for providing such pleasurable occasions.

THE P.W.D.

At present one cannot help noticing the unusual activity displayed by the P.W.D. Gangs of prisoners and coolies are to be seen working everywhere. A certain sum has to be expended in improvements this year, and this Department is apparently making a valiant effort to spend it.

## PIRACY.

Many cases of piracy are reported as having taken place around our neighbourhood. One case in particular occurred only a short distance from the frontier, and the entire village of Ma Cheong was looted. The Chinese authorities are totally incompetent to deal with these marauders, and, of course, the French Authorities are unable to extend their vigilance beyond the boundary limits. In consequence these attacks continue unimpeded.

THE RESIDENT.

Our genial Resident, M. Caillard, is on the eve of departing for Saigon for the purpose of attending the Supreme Colonial Council, and it is hoped that he will be able to secure for the territory those benefits from the principal sources of revenue which have been neglected by former officials.

## CHINA MERCHANTS' COMPANY.

DR. WU TING-FANG TO RESIGN.

The situation regarding the China Merchants' S. N. Co. yesterday, says the *N.-U. Daily News* of Friday last, was that a very bad deadlock had evidently been reached in which the opposing factions remained absolutely hostile to each other, and while the present temper rules there seems no prospect of coming to any sort of settlement. One development of the situation has taken is to bring Peking into the quarrel, an appeal to the President having been made; a second is that Dr. Wu Ting-fang, chairman of directors (or as they are described, the shareholders' committee) has resolved to resign this position. While these events are working themselves out, the fear of Japan's obtaining control of the company is continually growing, and the political effect which this would have is becoming so great a factor that it threatens at any time to call for attention from Chinese diplomats.

## THE PRESIDENT'S MESSAGE.

In one of the native papers yesterday the text of a message from President Yuan Shih-kai was published, giving instructions that no further steps were to be taken with the sale of the company. Dr. Wu Ting-fang admits that in reply no appeals sent to him the President has despatched this message, but he points out that in its very text the telegram shows the point at issue between the two parties. Dr. Wu denies that any sale is contemplated, and his statement is to the effect that it is simply an introduction of fresh capital, and, furthermore, Chinese capital. This divergence of view he describes as a misapprehension—a wilful misapprehension on the part of those particularly interested in blocking the present movement, the object of which is the introduction of fresh blood into the company, the payment of its debts and at the same time a cleansing of the stable.

Dr. Wu is emphatic in his declaration that there is no sale in contemplation, and lays stress on the statement that appeared in these columns a few days ago, that a guarantee will be demanded from the Chinese capitalists introducing the new money that they are not working with foreign capital, and also a clause in the agreement forfeiting all the capital should it be found to include the money of the foreigner.

## THE CHINESE LOAN AND BRITISH TRADE.

In the House of Commons on the 15th ult. Mr. Newman (Middlesex, Enfield, Opp.) asked the Foreign Secretary whether he could give any information as regards the breakdown in the loan negotiations between the Chinese Republic and the six-Power group; and whether, in the event of the Republic resuming negotiations on a fresh basis, the fact that more than 50 per cent. of her export and import trade was conducted with the Empire would constitute an adequate reason for preferential terms being asked for on behalf of British financial firms.

Mr. Acland (Cornwall, Camborne, Min.), who replied, said:—I am not aware that the loan negotiations have broken down, but, should they for any cause be temporarily suspended, I have no reason to suppose that, as far as the mutual relations of the group are concerned, they would not be resumed on much the same basis as before. Preferential terms for one nation as against the others in the matter of loans, based on the ground suggested, would be quite impracticable.

## SHIPPING NOTES.

Another vessel recently purchased by the Nippon Yusen Kaisha is the *British Monarch*, of 2,547 tons net, carrying about 6,630 tons deadweight. This vessel was built by Messrs. Russell & Co., Port Glasgow, in 1892.

It is stated that the Kishimoto Steamship Co., Kobe, who have recently purchased the Danish str. *Siam*, and other local companies will shortly be in the market for more second-hand tonnage amounting in all to 70,000 tons.

The str. *Asia* of the Russian East Asia Fleet has been purchased by Messrs. Iwaki, of Chefoo. The *Asia*, formerly the *Tabor*, is of 2,416 tons gross, and was built in 1890 at Glasgow, with dimensions, 320 x 39 x 20 ft. The vessel will, it is understood, trade on the Gulf of Pechili.

Towed by the tug *Thames*, belonging to Rotterdam, a large new floating dock on July 6th began the journey from Greenock to Java, a distance of about 9,000 miles. The first port of call is Gibraltar, and, given a good passage, it is hoped that the dock will be at Singapore ready for work soon after Christmas.

The four-masted sailing vessel *Cormel*, which was recently sold by the Anglo-American Oil Co., Ltd., to the Tank Storage and Carriage Co., Ltd., London, has now been resold to German buyers for about £10,000. She is of 3,014 tons gross and 2,800 tons net register, and was built at Port Glasgow in 1901 with dimensions 323-ft. by 40-1 ft. by 28-ft. She is well-known in Hongkong.

The chief quartermaster of the Philippines division has awarded to the Hongkong and Whampoa Dock Company the contract for repairs to the *Aquila*, private yacht of the commanding general of the Philippines division. According to the specifications of the dock company the *Aquila* will spend the greater part of five months at the docks undergoing repairs for which the contract calls. When she returns to the islands the yacht will have a new sun deck and deckhouse, new steering apparatus throughout, and a number of other repairs and additions which will put her in first class condition for the duty required of her by the military officials. The longest time will be required in the installation of a patent hydraulic teleometer for the steering gear, which will place the trim little vessel in the first rank as to equipment in this respect.

Two new steamers have been ordered by the Royal Paket Steam Navigation Co. for the Java-Australia trade, one being built in Amsterdam by the Nederlandsche Scheepsbouw Maatschappij, and the other by Earle's Shipbuilding Company, Hull. Both are to be delivered by the end of this year and will then replace the *Pan Linachoten* and *Van Waerwyck*, which are to take up one of the Company's services in the Dutch East Indies, for which they were originally intended. The new steamers will be somewhat after the same type as the present ones, but they will be both larger and faster, having a tonnage of 6,000 tons and a guaranteed speed of 13 knots. The dimensions are to be:—length, 280 ft.; beam, 49 ft., moulded depth, 28 ft. Their cargo carrying capacity will equal 5,000 tons. It has not yet been decided whether these vessels will burn coal or liquid fuel, but the bunkers and furnaces will be so fitted that either one or the other can be used.

[\* This is incorrect. Sir Francis Piggott's work in Japan was in connection with the drawing up of the Constitution.—ED. H.D.P.]

## SIR FRANCIS PIGGOTT.

*The China Republican*, in an article on the appointment of Foreign Advisers to the Government, says:—

With reference to the proposed appointment of Mr. Ariga, the Japanese jurist, as Legal Adviser to the Chinese Government, the appointment is not a popular one and is looked upon unfavourably by the bulk of the people. Quite recently, rumours had been circulated to the effect that Sir Francis Piggott, retired Chief Justice of Hongkong, had been invited by President Yuan Shih-kai to be his Legal Adviser and had accepted the post. Subsequently, Sir Francis was reported to have left for Peking. We are not in possession of facts as to further developments. Now that the question of appointing a Foreign Legal Adviser for the purpose of drawing up China's new Legal Code has been raised, we have no hesitation in suggesting that Sir Francis be entrusted with the highly responsible task. It will be remembered that Sir Francis was responsible for the revision of Japan's Legal Code (\*) and he should be asked to do the same in the case of China.

It does not require specially quick powers of perception to realise that country's prosperity and greatness depend, in a large measure, on the soundness of its laws. The very life of commerce and finance, with their thousand cross-currents, is vitally connected with its jurisprudence. The work of framing China's Code is by no means a light task, for it is not a case of merely revising, retouching or patching up statutes already existing (which in itself would be laborious), but the framing of entirely new measures to meet the demands of a new era in China's history. It cannot be honestly and truthfully affirmed that prior to the Revolution, there had existed even the semblance of jurisprudence deserving of the name, and whatever little law may have existed has outgrown the age. Therefore China will have to pull down the obsolete edifice which did duty during the Manchu reign, and, on the rubbish-heap of their ruins, raise China's new constitution. A man less courageous than Sir Francis might well shrink from the task, but Sir Francis is the fortunate possessor of endless energy and an indomitable spirit which disdains the fear of labour and drudgery. China should lose no time in securing the services, if at all possible, of a jurist of the eminence and standing of Sir Francis. There are several of her sons who have emerged with distinction from their legal courses in England and America, and when China's judicial system has been placed on a firm foundation, we have no doubt that the country will not lack men who can be relied upon to administer justice with immortal and unbiased minds, and who will not be amenable to corruption, for, after all, sound laws with corrupt men to administer them are worse than useless.

The happiness and contentment of the people are closely intertwined with the nature of its laws and the character of its administrators. We strongly urge the appointment of Sir Francis Piggott in place of Mr. Ariga.

## RETIREMENT OF SIR PATRICK MANSON.

## TWO SUCCESSORS APPOINTED.

Sir Patrick Manson, M.D., K.C.M.G., F.R.S., will retire from the post of Medical Adviser to the Colonial Office in London on August 16th.

It has been found necessary, *The Times* says, to divide the duties hitherto discharged by Sir Patrick Manson, and the Secretary of State for the Colonies has appointed Sir J. Rose Bradford, M.D., K.C.M.G., F.R.S., to be Senior Medical Adviser, and Mr. C. W. Daniels, M.B., M.R.C.F., to be Junior Medical Adviser to the Colonial Office in London. These appointments will take effect from the date of Sir Patrick Manson's retirement.

The Secretary of State has also appointed Mr. W. T. Trout, C.M.G., M.B., late Principal Medical Officer, Sierra Leone, to be Medical Adviser to the Colonial Office in Liverpool.

The King has been pleased to give directions for the appointment of Sir Patrick Manson, L.L.D., M.D., F.R.S., K.C.M.G., Medical Officer to the Colonial Office, to be a Knight Grand Cross of the Order of St. Michael and St. George in recognition of his eminent services in connection with the investigation of the cause and cure of tropical disease.

Sir Patrick Manson was born in 1844. His researches as a parasitologist are well-known; he was the first to enunciate the hypothesis (since proved to be correct by Sir Ronald Ross) that the mosquito is the host of the malarial parasite at one stage of its existence. He was formerly the Dean and Lecturer on Medicine at the College of Medicine for Chinese at Hongkong, and he has been Lecturer on Tropical Diseases at St. George's and Charing Cross Hospital Medical Schools and the London School of Tropical Medicine. He is a foreign associate of the French Academy of Medicine.

Sir John Rose Bradford, who was born in 1853, is secretary of the Royal Society and a distinguished graduate of London University, on the Senate of which he has served. He is physician to University College Hospital and Holme Lecturer on Clinical Medicine at the Medical School there. Sir John has written chiefly on the pathology of the kidney.

Mr. C. W. Daniels, who received his professional education at Cambridge and the London Hospital, has had special

experience in tropical diseases. He was formerly Director of the Institute of Medical Research at Kuala Lumpur and Director of the London School of Tropical Medicine. He has been in the medical service of Fiji and British Guiana, and was a member of the Malaria Commission of the Royal Society. Mr. Daniels is now Lecturer at the London School of Tropical Medicine, Lecturer on Tropical Diseases at the London Hospital, and assistant physician at the Albert Dock Hospital. He has written on beri-beri and other diseases for professional publications.

## THE SIBERIAN MAILED.

The following letter has appeared in the *Shanghai Mercury*:—

The question of the present running of the Siberian mails between Dairen and Shanghai is one which has been troubling the business community now for some time and the old maxim about hope deferred is once more being beautifully illustrated. Not many months since, homeward communications from Europe were excellently dealt with, the post bags coming regularly on Tuesdays and Fridays; now we have them coming tripling along on top of each other on Saturday and Monday. They might equally as well, as far as business is concerned, come, one after business hours on Saturday, the other before business for the week opens for just now this is what the present service amounts to. Why waste another journey for the sake of forty or fifty hours? which as business premises are close! Why not delay the Dairen steamer arriving here Saturday for a few more hours, bring the Saturday mail early on Monday, and let the mail be a regular weekly one instead of the present system, which is little more than a trial on the nerves!

One wonders if it could be possible for the authorities to devise a more unbusinesslike or irritating service. "Let well alone" should have been a good motto when the talk of change came on some time ago, but the Settlement had a dreamy notion that it was to be given a tri-weekly mail. No such promise, so far as memory serves, was actually made; the matter was glossed over. There was to be some kind of change, but it can easily be set down that no one for a minute imagined that such a retrogression as has developed was to be the outcome. Any change was naturally expected to be for the better. But what do we find to-day? On Saturday afternoon business communiques come to hand and the recipients' first sight of them is obtained on Monday morning. The outgoing mails leave possibly in the afternoon and business is rushed through only to find that another mail lies awaiting attention, after which, so far as European mails are concerned, one can go for a week's holiday. The system is a brilliant one, second only to that which it is said obtain between England and India. The mail from Calcutta is believed to arrive in London on Friday while the outward one closes on Thursday night. Possibly the Siberian business may yet go one better than that if the present rate of progress is maintained.

Upon investigating the proceeding

## THE "CONSPIRACY" CASE IN SEOUL.

WHY THE JUDGE REFUSED TO RETRY IT.

According to a Seoul cable to the *Kokumin*, the petition of prisoners counsel for a new trial of the conspiracy case was rejected by Chief Judge Hanada, and Associate Judges Yoshida and Amano on the following grounds:—

"The present trial was undertaken for the purpose of determining the guilt or innocence or extent of the guilt of the accused by the results of the due examination of evidence. All examination of evidence requested by the legal counsel of the accused may be accepted or rejected by the judges, who have full power to decide whether such examination of evidence would assist the final judgment or not. No other persons must be allowed to interfere in the case unless they are entitled to do so. The legal representatives of the accused have no right, except under special circumstances, upon the refusal of the judges to take further evidence, to entertain suspicion of the impartiality of the judges in the trial of the case."

"Upon investigating the proceedings at the trial as set forth in the official documents it is clear that the court examined the facts in the public trial and took every necessary evidence and that they even accepted some of the requests made by the legal representatives. Therefore there is no reason to raise any suspicion about the impartiality of the trial."

A Court of Appeal has been made to the Seoul Court of Appeal by the legal advisers after consultation.

## VALUE TO THE WORLD OF CHRISTIAN MISSIONS.

The July number of the *East and the West* contains a striking article by Sir Harry Johnson, K.C.M.G., on "The Value to the World of Christian Missions." A public man recently deprecated the spending of three million pounds on foreign missions as wasteful of our resources and neglectful of our home people and home interests. Sir Harry differs radically from such a view.

"On the contrary (he says), I wish from every consideration, even the more material ones of commerce, the acquisition of knowledge, the opening up of unknown countries, and the extension of the best kind of British Empire, that we spent not three millions a year but six, knowing that such a small percentage even of six millions on our annual outgoings would yield us a rich return in every direction, and most of all in the cause of the best and simplest kind of religion, and of that gradual building-up of a confederation of man which may some day realise the dream of a millennium."

When, despite the opposition of the East India Company, Protestant missionaries got into India, Sir Harry Johnston goes on to say:—"They sowed those seeds of education which are now producing such tremendous results in a desire on the part of the natives of India to shake off the blanket of ignorance under which they have long lain stified, and to take a share in the administration of their own affairs, of their own empire." He adds:—

"If China is ever to be regenerated and made powerful as well as a civilised people, it will be by her adopting the one religion which sets us free—Christianity in (I hope) a very simple and elementary form. Though Japan is not officially Christian, the teaching of Christian missionaries has really been the main cause of her re-birth. It is Christianity more than anything else which is saving the Black peoples of South Africa in their racial competition with the White man."

It is almost bound to injure British interests."

Mr. Hirst enforced his powerful argument by giving the latest figures for the principal mercantile marines, and then pointing out that a fleet of small swift cruisers could be built by any Power at the cost of a Dreadnaught, which might play havoc with our merchantmen before it could be destroyed. His figures were:—

## POROUS METAL.

## GREAT DISCOVERY BY A DANISH SCIENTIST.

A company has just been formed in Copenhagen to work a new Danish discovery of apparent great commercial value. The company intends to work the Scandinavian and Russian patents itself, and possibly to cede the rights in Great Britain, the patent rights having been secured there, to a company to be formed later on.

The discovery relates to porous metal,

the present Director of the Copenhagen Polytechnical Academy, Professor Hannover, having investigated this problem for over four years before reaching a final result.

This discovery rests on the fact of an alloy not hardening at once, and the alloy

by him consisted of 98 per cent. of lead and 2 per cent. of antimony. When this alloy is melted, channels are formed, chiefly consisting of liquid antimony. If—as Professor Hannover was finally able to do by means of a kind of separator—it were possible to remove the liquid mass, the porous metal, a leaden plate would become permeated with millions of microscopic holes.

Professor Hannover succeeded in removing the antimony, and, further, to do this without destroying the plate, and it is therefore now possible to produce porous plates with a surface fifty times as big as the original plate.

The point of the discovery lies in the use of such a plate for storing electrical energy when it is necessary to procure as large a surface as possible.

One of the most prominent chemical experts of the day, Professor H. Je Chatelier, of the Sorbonne, is one of the many foreign scientists of note who immediately saw the importance of the discovery, and described it in a paper read recently before the Académie des Sciences.

## LAWN TENNIS.

In Belfast Police Court recently, the Magistrate asked:—What is "playing Birks"?—Witness: Oh, sir, it's "Noises".—Solicitor: What sort of a game is that?—Witness: Well, it's cards, and when a chap loses he gets a punch on the nose. Magistrate: A game of chance!

## INTIMATIONS.

## MOTHER AND HER THREE CHILDREN CURED OF ECZEMA.

By Cuticura Soap and Ointment. Lost All Their Hair. Tried Everything. Have Beautiful Hair Now.

"My little girl is three and a half years of age and her head was covered with a scaly skin. I tried a sample of Cuticura Ointment and I could see that there was a great improvement. I got a box of Cuticura Ointment and it healed all the sores. Now her head is nice and healthy. I have many other children and they also suffered very much. Their trouble began in little blisters and then the blisters began to spread, and then they were a painful sight with the hair gone."

"I had to stay up all night with them to keep them from scratching. I also suffered the same trouble. We lost all our hair. It came off in big patches. After using the Cuticura Soap and Ointment, I could see that the hair grew again, and it turned all of us. Now they have beautiful golden hair. It was enough to break a woman's heart to see them suffering and trying everything, but none would do the work but Cuticura Soap and Ointment." (Signed) Mrs. Mary Williams, West Bromwich, Eng.

Samples with 32-p. book free from nearest depot: F. Newbery &

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## WANTED.

IN the Electrical Engineers' Department, H. M. DOCKYARD, an experienced DRAUGHTSMAN, Rate of pay to commence \$2.0 per day, rising by annual increments of 25 cents per day to \$3.00 per day. Apply in writing stating full particulars of education, training, and experience to the

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Hongkong, 13th August, 1912. [991]

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THE GREAT CARANGEOT TRroupe.

ROYAL ARTISTS.

15 EUROPEAN ARTISTES

WILL GIVE THE BEST SHOW EVER SEEN IN HONGKONG.

MR. SLADECK,

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THE CHINESE ENGINEERING AND MINING CO. LTD.

(In Liquidation).

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for period ending 27th June, 1912.

THE COMPANY in Extraordinary General Meeting held on the 12th June, 1912, having declared a DIVIDEND of 7½ per Share, free of tax, equivalent to 1/6d per Share for the period ending 27th June, 1912, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividends on presenting No. 18 Coupon of the Bearer Shares and Dividend Warrants on the Registered Share to any of the following Banks at Shanghai or Tianjin:

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The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 21st August, 1912, both days inclusive.

By Order of the Directors,

J. A. WATITLE & CO., LTD.,

Secretaries & General Managers.

[989]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Far Eastern News.

Leading Articles:

British North Borneo.

China's Tea Trade.

China's Need of Foreign Instructors.

China's Finances.

The Sugar Industry in Formosa.

"White Slavery" in the Far East.

Japanese Official Attitude Towards Christianity.

Random Reflections.

Hongkong News.

Local Sport.

School Prize Distribution.

School Picnic.

The Term "Mikado".

Strike at Quarry Bay.

Shanghai in 1911.

The Anglo-Japan Alliance.

Farewell Presentations to Dr. J. W. Hartley.

Ancient Chinese Writing.

The United States Sugar Tariff.

Customs Commissioners and the Revolution.

China Conference Lines.

Return of the "Ningpo."

Motor Boats for the West River.

Trooping Arrangement.

A Reception at Macao.

Offensive Trade.

Retirement of Mr. A. W. Brewin, C.M.G.

A Hankow Presentation.

Sudden Death of a Shanghai Resident.

Public Companies:

The Indo-China Steam Navigation Co.

The China Mutual Life Insurance Co., Limited.

The Shanghai Cotton Manufacturing Co., Ltd.

The United Asbestos Oriental Agency, Limited.

Company Report:

Hongkong and Shanghai Banking Corporation.

Company Meetings:

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Correspondence:

Motor-Car Regulations.

A Threat to the National Council.

Entertainment at the Peak.

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TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, AND MANILA.

THE above-named Steamer having arrived,

Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of

Cargo from alongside.

Cargo remaining undelivered on FRIDAY,

the 16th Aug., at 5 P.M. will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 15th inst., onwards, will be subject to reat and landing charges.

All chafed and otherwise damaged Cargo to be left on board Godown, and examination of same to be arranged.

All Claims must be filed on or before 26th inst., otherwise they will not be recognized.

No Fire Insurance will be effected.

&lt;p

## AUCTION

## PUBLIC AUCTION.

BY ORDER OF THE EXECUTORS  
OF THE WILL OF THE LATE MR. H. N. COOPER,  
THE VERY VALUABLE LEASEHOLD  
PROPERTIES  
Situate and being  
Nos. 2, 4, 6, 8, 10, and 12, MOSQUE STREET,  
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to be sold by  
PUBLIC AUCTION.

FRIDAY,  
the 30th day of August, 1912, at 12 o'clock  
NOON,

IN SIX LOTS,

MESSRS. HUGHES & HOUGH,  
Auctioneers,  
At their Auction Rooms, at No. 8  
Des Vaux Road, Central.

The Properties consist of:-

Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 2 or SECTION A or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 or SECTION B or INLAND LOT No. 58. Total Area, 2,034 square feet or thereabouts. Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 or SECTION A or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 or SECTION B or INLAND LOT No. 58.

Total Area, 2,119 square feet or thereabouts. Proportion of Crown Rent, \$1.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A or SUBSECTION 3 or SECTION A or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 or SECTION B or INLAND LOT No. 58.

Total Area, 2,137 square feet or thereabouts. Proportion of Crown Rent, \$1.12 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION B or SUBSECTION 3 or SECTION A or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 or SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION C or SUBSECTION 3 or SECTION A or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 or SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 7.—The piece of ground and premises thereon known as No. 1, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 8.—The piece of ground and premises thereon known as No. 3, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 9.—The piece of ground and premises thereon known as No. 5, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 10.—The piece of ground and premises thereon known as No. 7, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 11.—The piece of ground and premises thereon known as No. 9, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

Lot 12.—The piece of ground and premises thereon known as No. 11, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts. Proportion of Crown Rent, \$1.29 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of

Messrs. DEACON, LOOKER & DEACON,  
1, Des Vaux Road, Central.

Vendors—Solicitors,  
or at the Office of

Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 7th August, 1912.

## SCIENTIFIC MISCELLANY.

## CHEMICAL FOOD AT LAST.

The high cost of living may not be affected very soon, but there is great scientific interest in the announcement that Dr. Emil Abderhalden, of the University of Halle, has been able to sustain life with purely synthetic or artificial food. Of the three classes of food substances now recognized, the carbohydrates (sugars and starches) and the fats simply supply heat and energy. It is the protein or nitrogenous material (flesh, eggs, albumen, etc.) that is indispensable for building up body tissue, and the famous synthesis of Emil Fischer stopped just short of producing artificial protein. Dr. Abderhalden seems to have overcome the difficulty by finding a way around it. In digestion the protein is broken up into the amino acids, which in the body are converted into new forms of protein that feed the tissues, and it was suggested that the amino acids might serve as the starting point in feeding. The synthetic chemist had already made these products. So young dogs were fed with a mixture of amino acids to supply the constituents of protein, glucose in place of sugars, glycerine and fatty acids instead of the usual edible fat—these substances being all artificially prepared—and the animals not only lived but thrived and grew.

## A VANISHED BIRD'S REMAINS.

The great auk a century and more ago abounded on both sides of the North Atlantic, ranging to the Arctic Circle and southward on the western shore to Massachusetts. It became extinct about 1844, and Edward Bidwell finds that it is now represented only by 80 existing skins and 73 eggs. Two eggs sold in London the other day for 150 and 140 guineas—considerably lower prices than were had a few years ago.

## AN AMPHIBIOUS BICYCLE.

A Turin marine bicycle is an ordinary wheel for land use, but for the water has three floats—one on each side and one in front—with a trailing propeller driven by the pedals. It has been successfully tried on the Po and the canals of Venice.

## A NEW IRON-COATING PROCESS.

Three methods of giving iron and steel articles a protective coating of zinc are already practised—"hot galvanizing," or plunging into molten zinc; "cold galvanizing," or electrolytic zinc plating; and "shardizing" or heating with commercial zinc powder in a closed retort. "Lohmannizing" is a new process that has been patented by H. J. Lohmann. The articles are first cleaned in the usual pickling bath of sulphuric acid; then dipped into a solution of hydrochloric acid, mercuric chloride, and ammonium chloride, and, after drying, are finally immersed in the molten protective metal, which has a temperature of 950deg. to 1,000deg. F. The effect of the first bath is said to be the deposition of an amalgamating metal salt, completely covering the surface and filling the most minute pores and cavities. This coating tends to form an amalgam with the protective metal, and as the temperatures of articles immersed in the hot bath rises to 500deg., the mercury is given off, leaving the surface and pores open to receive the protective metal without exposure to oxidizing influences. It is claimed that this process, unlike the others, is adapted for depositing a wide range of coatings, such as varying alloys of zinc, lead and tin, or the metals singly.

## DECIDUOUS ROOTS.

Most perennial desert plants, it appears, have two kinds of roots—one being permanent and the other being shed each year just as the leaves are dropped from plants of suspended winter activity. W. A. Cannon, of the Carnegie Institution's Desert Laboratory, states that these deciduous rootlets appear near the surface of the soil at the beginning of the rainy season, and their purpose seems to be to increase the water absorption during the season of maximum water supply. As the surface of the soil again dries, these rootlets dry up and disappear.

## DUST FROM OTHER WORLDS.

Chiefly to investigate the mysterious yellowish-grey dust of the upper air, that collects in minute quantities in the snow of high mountains, a party representing the French Academy of Sciences spent three months of last summer near the summit of Mont Blanc (15,400 feet). The dry, hot summer favoured an accumulation of the dust, so that some was obtained. This appears to be "meteoric dust," confirming the belief that earth dust cannot rise to 12,000 feet or more in calm weather, but further study is necessary to decide conclusively.

## TIN DISEASE.

In his investigation of the disease of tin, Prof. Ernst Cohen has found that when the metallic tin is exposed to a low

WM. POWELL,  
LTD.

TELEPHONE 346.

EMBROIDERED CRASH  
CUSHION CASES  
and  
TABLE COVERS.WHITE LINEN and LACE  
SIDEBOARD CLOTHS,  
TOILET COVERS,  
DUCHESS SETS.

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SCOTCH WHISKIES.

Royal  
Household  
SPECIAL  
LIQUORES.

GARNER, QUELCH & Co.,  
SOLE AGENTS.

TELEPHONE 636.

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."  
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rot.

All

broken

chafed

and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 A.M.

All Claims must reach us before the 21st inst. or they will not be recognized.

No First Insurance will be effected.

No Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 7th August, 1912.

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行生廣港香  
公司有限公司

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SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

THE  
DAIRY FARM CO. LTD.

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GRIMAULT'S  
SYRUPOF  
HYPOPHOSPHITE OF LIMEFOR  
STUBBORN COUGHSBRONCHITIS  
WEAK LUNGS

CATARRH

CONSUMPTION

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## WEATHER REPORT.

On the 12th at 12.15 p.m.—The anti-cyclone has further weakened and passed into the Pacific.

The depression over China is now central to north of the Yangtze Valley.

Pressure has decreased slightly over the whole area, except Indo-China, where it has increased slightly.

Moderate S. winds are indicated along the East coast of China and light or variable winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

## DISTRICT FORECAST.

* Hongkong & Neighbourhood	Same as No. 1
Formosa Channel	Same as No. 1
South coast of China between Hongkong and Lamacko	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

\* Light or variable winds, fair, some thunder showers.

## CHINA COAST METEOROLOGICAL REGISTER.

12TH AUGUST, A.M.

Station.	Hour.	Baometer.	Wind.	Direction.	Force.	Weather.
Victoria	7 a.m.	29.97	N	W	1	
Nemuro	6 a.m.	29.91	S	E	0	
Hakodate	7 a.m.	29.97	S	E	0	
Takio	7 a.m.	29.98	SSE	E	0	
Kochi	7 a.m.	29.91	NE	E	1	
Makassar	7 a.m.	29.92	S	E	2	
Kagoshima	7 a.m.	29.83	S	E	1	
Okinawa	7 a.m.	29.81	NE	E	1	
Naha	7 a.m.	29.81	ENE	E	1	
Ishigaki	7 a.m.	29.78	E	E	1	
Bonin Is.	7 a.m.	29.77	E	E	1	
Chefoo	—	29.64	76	95	SWW	
Weihaiwei	—	29.64	76	95	SWW	
Hankow	—	29.72	81	96	W	
Kiukiang	—	29.72	78	95	S	
Shanghai	—	29.72	78	95	S	
Gatou	—	29.78	78	95	SWW	
Sharp Peak	7 a.m.	29.79	82	95	SWW	
Amyo	6 a.m.	29.78	81	83	SWW	
Swallow	—	29.78	79	82	SWW	
Taihoku	5 a.m.	29.81	—	S	2	
Tsingtao	—	29.81	—	S	2	
Taiwan	—	29.79	—	S	2	
Pescadores	—	29.78	—	S	2	
Japon	—	29.82	83	83	SWW	
Hongkong	—	29.82	79	89	SWW	
Vict. Peak	7 a.m.	29.76	—	S	1	
Gip Rock	—	29.78	80	E	1	
Macao	—	29.84	80	82	SW	
Wuchow	—	29.84	80	82	SW	
Hollow	—	—	—	—	—	
Pakto	—	29.76	77	EWE	2	
Phuket	—	29.77	81	SW	2	
Touran	—	29.82	77	SW	2	
C. St James	—	29.82	77	SW	2	
Apari	—	29.78	—	—	0	
Macau	—	29.76	—	SW	2	
Lagasti	9 a.m.	29.83	81	SW	2	
Bacolod	—	29.85	84	W	1	
Iloilo	—	29.85	84	W	1	
Cebu	—	29.82	84	W	1	
Labuan	—	29.82	84	W	1	

T. F. CHAXTON, Director.

Hongkong Observatory, August 12th, 1912.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TERMOSTAT, in the shade, in degrees Fahrenheit.

3 Hygrometer, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORMS OF WIND, according to Beaufort Scale.

6 Scale of drizzling rain, f fog, g gloomy, h hazy,

lightning, o overcast, p passing showers, q cloudy,

rain, s snow, t thunder, v visibility, w dew (wet).

0 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 12th

	Previous On Date	On Date	Day	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.78	29.78	29.74			
Temperature	87	79	88			
Humidity	62	89	—			
Wind Direction	South	—	West			
Force	2	0	—			
Weather	—	—	—			
	0.06	—	—			

Highest open air Temperature on 11th...89

Lowest open air Temperature on 11th...80

HONGKONG TIDE TABLE.

From 13th to 19th August, 1912.

Days of Week	Month	HIGH WATER.		LOW WATER.	
		H. m.	ft. in.	H. m.	ft. in.
Tues.	13	9 3	8 2	2 14	3 0
		10 43	4 5	4 10	0 1
Wed.	14	9 56	8 1	3 6	2 6
		11 13	4 7	4 48	0 4
Thurs.	15	10 48	7 6	3 56	2 4
		11 44	4 9	5 25	0 9
Fri.	16	11 41	7 0	4 48	2 3
Satur.	17	12 01	5 1	5 44	1 5
		12 36	6 2	6 34	2 2
Sun.	18	12 51	5 2	6 47	2 5
		1 37	5 3	7 5	2 9
Mon.	19	1 31	5 5	8 3	2 7
		2 52	4 5	7 34	3 4

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1911, WITH INDEX. Price 47.50.  
On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th March, 1912.

## FASHIONS AND FANCIES.

July 16th.  
To sit in the park on these hot July afternoons is to see a very interesting parade of up-to-date fashions. The favourite position is now from Stanhope Gate, halfway up to Grosvenor Gate, and on some evenings there is scarcely a chair vacant for at least eight or ten rows back. One sees all sorts and conditions of costume, from the shapeless bundles into which the "little dress maker" converts her clients in her attempts to copy the prevailing mode, to the slim and graceful silhouette of the girl who can afford to buy of the best. Of these latter many were thin voile over white silk or satin. The length of the gowns varies from instep-deep to a line that almost reaches the ground. Only the very eccentric have their dresses short enough to show the entire foot.

## SOME OF THE VOILE GOWNS.

There is a great taste for black and white, and one gown in black voile edged with a very narrow frill was worn over white silk. There was not much fullness, but quite sufficient to make notable the absence of the hobble. The skirt was gathered into the waist of the fold-over bodice, and a black satin belt hid the meeting of the two parts. This belt was fastened at the left side and hung in ends to somewhere about the knees. The top of the gown was tucked striped white and pale green guaze, collarless, but filled in at the neck with the inevitable row of pearls. Another voile gown, cut much on the same lines, which appears to be those most prevalent, was in old rose, the little frill at the edge repeated some six inches higher up. With it was worn a cream silk jacket, cut away at the neck and showing a high spotted net collar and chemise. This little jacket is only one of a small army of its brethren recently set loose upon the fashionable world. It fits the normal waist, and has basques about six inches deep, cut away in front and made with a bolt of its own material about an inch and a-half wide, which crosses in front with two pointed ends.

## THE SMART COAT.

These little coats are to be seen in every imaginable colour. With a shot matweave and pale blue gown one in mauve turned back with pale blue is worn; with a white gown an eau-de-nil silk coat is chosen, and, more startling than could be expected from negatives of colour, is a gown in black guaze frilled round the hem, and worn with a coat of white silk, bordered with black and finished at the neck with a deep collar of Cluny lace over black. This last gives the whole a most distinguished look. A pale grey voile gown with long panier train has the bodice in light lavender silk crossed over upon a blouse of the most filmy white silk muslin arranged in fishtail fashion, and with sleeves of the same.

## A BEAUTIFUL WOMAN'S DRESS.

A beautiful woman, well-known in society, has been wearing a black charmeuse gown with an original bodice carried up to the neck at the back, and to a shorter distance in front over a blouse of finest embroidered lawn, the collar in transparent lace carried up to the ears, the sleeves rather full on the shoulders, and neck by very novel supplements composed ofold-silk satin. These passed the elbows and finished some inches below them. The arrangement of this gown seemed so cool and comfortable that the readers of Thursday's *Globe* may desire to imitate it. It looked as though this would be easy, but one never can tell! It was worn by one of the most graceful women in England, and it is very certain that her dressmaker is not a cheap one.

## LINGERIE GOWNS.

At the beginning of this season some of the so-called prophets informed the world that the lingerie gown was going out of fashion. On the contrary, it has reached its very highest development during this season, or rather, it has attained to the dimensions of its highest development, lavished on these gowns is the finest possible, and as to the material, it seems as though their manufacture could go no further in lightness, transparency and evenness of lawn, scattered over with little sprigs of satin-stitch embroidery, is cut in one, opening down the front to show a panel of real Irish crochet, arranged over the softest white satin, and in a design of roses and leaves, sleeves are made entirely of this Irish crochet, but they end above the elbows and are tucked in to the wrist. With long cuffs of tucked white net similar to the collar. The skirt falls in natural folds at the back and sides, and is hemmed up with a two-inch band of satin like that on the front panel. Arranged on this band are separate leaves in the new trimming, tucked muslin, cut out into leaves. Each leaf is at a distance of some two or three inches from its fellows, and the trimming, though simple in its way, is a most effective one.

## HAT OF THE MOMENT.

The heat of the weather has given a great impetus to the large shady hat, especially those made of lace or net lace-trimmed, but the undoubted success of the present season has been the medium-sized hat worn sufficiently far back to show the whole of the face and usually with a slightly upturned brim. The trimming is of an almost scanty description. There is seldom even a tall bow of ribbon or a tall feather or an aigrette of buds and leaves standing up straight in the very front. Sunburnt straw, Tuscan and pure white chip seem to be the favourites, always excepting black, which has been found to be infinitely more becoming than any colour whatever.

## INTIMATION

## "DEATH to the WHITE ANT."

Thousands of Dollars Saved by the expenditure of as many cents by the use of

## SOLIGNUM.

The Preservative which really does what is claimed for it, that is: Proteo Wood, Brickwork, etc., against Decay and especially against the WHITE ANT.

REGULAR SERVICE FROM HONGKONG TO  
VICTORIA, VANCOUVER,  
B.C., SEATTLE &  
TACOMA.  
VIA  
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVEBLAND COMMON POINTS.

S.S. "LORD DERBY" ... 7,000 tons... Sailing Aug. 19th

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at ANJOU and KEELUNG if sufficient  
inducement offers.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED,**  
TELEPHONE No. 780, KING'S BUILDING, Praya Central

**ORIENTAL AFRICAN LINE.**  
**NEW LINE OF STEAMERS**

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG:

FROM COLOMBO:

10th August.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

142-43-44

## GOING HOME.

**A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY**

### WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

### AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

**PACIFIC MAIL S.S. CO.**

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water,"  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra,  
Meals for epicures under the superintendence of caterer of International Repute.  
The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS. TONS Starting 1912  
PERSIA ..... 9,000 ..... TUESDAY, 27th Aug., at 1 P.M.  
KOREA ..... 18,000 ..... TUESDAY, 3rd Sept., at 1 P.M.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 13TH AUGUST, 1912.

8 a.m. "HONAM" 8 a.m. "HEUNGSHAN"  
10 p.m. "FATSHAN" 5 p.m. "KINSHAN"

WEDNESDAY, 14TH AUGUST, 1912.

8 a.m. "HEUNGSHAN" 8 a.m. "HONAM"  
10 p.m. "KINSHAN" 5 p.m. "FATSHAN"

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 18TH AUGUST.

The Company's Steamer "SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINTAM" 588 tons, and S.S. "NANNING" 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SAN FRANCISCO

**TOYO KISEN KAISHA**

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.R.K. lines connect at San Francisco with the palatial trains of the Western-

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the

Sierra—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

C. LACY GOODRICH,  
GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

775

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 20th Aug.

KOBE and MOJI ... "JAPAN" ... 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

40

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZI AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.

S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE to PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "AFRICA" 2,000 tons, will leave as above on 1st Sept.

### NOTICE.

## RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

### HOMEWARD.

### OUTWARD.

VIA

SINGAPORE, PENANG, COLOMBO, JIBUTI,  
HODEIDA, JEDDAH, PORT SAID, BEYROUTH,  
CONSTANTINOPLE, THEODOSIA, BATUM,  
ODESSA.

NAGASAKI, VLADIVOSTOK.

The s.s. "VLADIMIR," 5,620 R.T., Com-  
mander Kamichansky, or s.s. "NIINI  
NOVGOROD," 3,367 R.T., Commander  
Kostromitnikoff, are expected here at the end  
of the present month.

The s.s. "YAROSLAVL," 4,494 R.T., Com-  
mander L. Alexoff, is expected at Hongkong  
about the 4th September.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,  
AGENT,  
RUSSIAN VOLUNTEER FLEET.

[717]

## BRITISH INDIA S. N. CO., LTD.: APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

### EASTWARD.

S.S. "JELUNGA," 3,561 tons, will be despatched to SHANGHAI, KOBE and  
MOJI on 16th August.

S.S. "JAPAN," 3,806

## SHIPPING

## ARRIVALS.

ARMAND BEHIC, French str., 3,904, Lafont, 12th August—Yokohama 3rd August.  
General—Messagers Maritimes.  
CROISING, German str., 1,021, T. Bruhn, 11th August—Manila 9th August.  
Nil—Butterfield & Swire.  
DAGNY, Norwegian str., 602, P. Solvesen, 11th August—Rangoon 31st July, General Johnson & Co.  
FANGTERM, German str., 3,113, E. Tilmann, 12th August—Philadelphia, Bulk Oil—Standard Oil Co.  
M. S. DOLLAR, British str., 2,674, J. J. Gear, 11th August—Manila 8th August, General—Robert Dollar & Co.  
SEANGGOON, British str., 3,722, W. T. Larkins, 11th August—Rangoon 26th July, Rice—Order.  
SIRIANO, French str., 815, E. de Cataluna, 11th August—Haiphong 10th August, General—Messagers Maritimes.  
TRANQUIL, Danish str., 2,236, S. Kier, 12th August—Singapore 6th August, General—Meldenh & Co.  
TENYO MARU, Japanese str., 7,283, E. Bent, 12th August—San Francisco 12th July, General—Toyo Kisen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
August 12th.  
ANTERO, British str., for Yokohama.  
HIROSEIMA MARU, Jap. str., for S'pore.  
HONG BEE, British str., for Amoy.  
MATILDE, German str., for Hoihow.  
TRANQUIL, Danish str., for Yokohama.

## DEPARTURES.

August 12th.  
ISCHIA, Italian str., for Singapore.  
RUBI, American str., for Manila.

## SHIPPING REPORTS.

The Japanese str. *Tenyo Maru* reports fine weather throughout entire voyage.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The P.M. str. *Pearl* arrived at Yokohama on the 7th August, and will leave that port on the 8th August for Hongkong via the usual ports, between 8 and 10 a.m., and is due to arrive here on the 17th August. She will carry the U.S. mails.

**THE AUSTRALIAN MAIL.**  
The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and is expected here on or about the 16th August.

The E. & A. str. *Empire* left Sydney on the 3rd August, for this port (via Queensland Ports, Timor and Manila).

**THE CANADIAN MAIL.**

The C.P.R. str. *Empress of India* arrived at Shanghai on the 12th August, at 10 a.m., and left again at 8 p.m. same, for Hongkong, where she is due to arrive on the 15th August, at 11 a.m.

**THE ENGLISH MAIL.**

The P. & O. str. *Aztec* left Singapore for this port on the 9th August, at 5.30 p.m., with the outward English mails, and is due here on the 14th August, at about 10 a.m.

**MERCHANT STEAMERS.**

The O.S.K. str. *Merica Maru* from Tacoma, left Shanghai for this port on the 10th August, at 6 p.m., and is due here on the 13th August, a.m.

The str. *Jelunga*, from Calcutta, left Singapore on the 9th August, and may be expected here on or about the 14th August.

The N.Y.K. str. *Culombo Maru* (Bombay Line) left Bombay for this port via ports on the 25th July, and is expected here on the 15th August.

The Swedish East Asiatic Co.'s str. *Nippon* left Port Said on the 24th July, and is expected to arrive here on or about the 20th August.

The str. *Glenlochy* passed the Suoz Canal on the 16th July, for Hongkong via Straits.

The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

The Barber Line str. *Saint Patrick* left New York on the 26th July, for Hongkong and Far East via the Straits.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
*Chingyuan*, from Shanghai, is due in Hongkong 13th August.

**SHIRE LINE.**  
*Den of Glanis*, from London, is due in Hongkong 2nd September.

**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
*Muttra*, from Rangoon, is due in Hongkong 17th August.

**LATEST STEAMER MOVEMENTS.**

The P.M. str. *Siberia* left San Francisco for Hongkong via Honshu, the Japan ports and Shanghai on the 10th August.

The str. *Bilwara* from Shanghai and Kobe left Moji on the 11th August, a.m. and may be expected here on or about the 15th August, at noon.

The I.G.M. str. *Kleid*, which left here on the 8th August, at 10 a.m., arrived at Shanghai on the 11th August, at 11 a.m.

The P.M. str. *Korea*, carrying the American mail, will leave Yokohama for this port via Kobe, Nagasaki and Manila on the 13th August, between 10 a.m. and noon.

The H.A.L. str. *Furst Bulow* left Shanghai on the 12th August, a.m., and may be expected here on or about the 16th August, a.m.

The C.P.R. str. *Monteagle* left Yokohama for Victoria and Vancouver, B.C., on the 11th August, at noon.

The "Ben Line" str. *Beaumaris* from Leith and London, left Singapore on the 11th August, for this port.

The I.G.M. str. *Princess Alice*, which left here on the 7th August, at 4 p.m., arrived at Singapore on the 12th August, at 8 a.m.

The I.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 24th July, left Colombo on the 11th August, at a.m., and may be expected here on or about the 21st August.

## ARRIVALS.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "W," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	SHIP'S NAME.	FLAG & BIG.	ROUTE.
LONDON, VIA OSUAL PORT OF CALL.	ANGADIA	Brit. str.	S. Barcham
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	P. & O. S. N. Co.
LONDON, LEITH & ANTWERP	CARMARTHENSHIRE	Ger. str.	JARDINE, MATHESON & CO., LTD.
GOLDENFELS	FUEDET BUELLOW	Ger. str.	Jager
HARVE, ROTTERDAM & HAMBURG, &c.	GRENADA	Ger. str.	Diedrichson
HARVE, BREMEN & HAMBURG, &c.	IBERIA	Ger. str.	Ginstervliet
HARVE, ROTTERDAM & HAMBURG, &c.	IBIZA	Ger. str.	Rasau
HARVE & HAMBURG, &c.	AKI MARU	Jan. str.	B. Kon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	PERUSSEN	Ger. str.	Hahle
MARSELLES, HARVE, HAMBURG & ANTWERP, &c.	YOKOHAMA MARU	Jap. str.	NIPPON YUSEN KAISHA
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	MEXICO MARU	Jap. str.	HAMBURG-AMERICA LINIE
VICTORIA, B.C. & TACOMA, VIA KEELUNG & JAPAN	LORE DEBBY	Brit. str.	NIKKO MARU
NEW YORK	CHICAGO MARU	Brit. str.	TO-MORROW AT DAYLIGHT
BOSTON & NEW YORK	GLENROY	Ger. str.	TO-DAY AT 4 P.M.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	LUETZOW	Am. str.	ON 17TH INST. AT NOON.
SAN FRANCISCO VIA AMOY, SHANGHAI & JAPAN, &c.	ATLANTIC	Brit. str.	ABOUT 22ND INST.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	INVEROLYDE	Am. str.	ABOUT 3RD SEPT.
AUSTRALIAN PORTS	AMERICA	Brit. str.	ON 15TH INST.
AUSTRALIAN PORTS VIA MANILA	DAECASTLE	Brit. str.	ON 27TH INST.
CAPEPORTS & MAURITIUS	MONTEAGLE	Brit. str.	ON 5TH SEPTEMBER.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	YOKOHAMA MARU	Jap. str.	ON 12TH SEPTEMBER.
KOBE & YOKOHAMA	ATLANTIC	Am. str.	TO-MORROW, AT DAYLIGHT.
KOBE & MOJI	PRINZ SIGISMUND	Brit. str.	ON 16TH SEPT.
NAGASAKI, KOBE & YOKOHAMA	JAPAN	Am. str.	ON 17TH INST.
JAPAN	KYUANO MARU	Brit. str.	ON 18TH INST.
TIENTSIN	TAITABO	Brit. str.	ON 19TH INST.
WEIHAIWEI & TIENTSIN	CHIPPING	Brit. str.	ON 20TH INST.
TSINGTAU & NEWCHwang	KUICHOW	Brit. str.	ON 21ST INST.
SHANGHAI	MOJI & KOBE	Brit. str.	ON 22ND INST.
ASSAYE	CHANGSHA	Am. str.	ON 23RD INST.
SHANGHAI	KOBE & YOKOHAMA	Brit. str.	ON 24TH INST.
SHANGHAI	KOBE & MOJI	Brit. str.	ON 25TH INST.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 26TH INST.
SHANGHAI	HANKOW, MOJI, KOBE & YOKOHAMA	Brit. str.	ON 27TH INST.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 28TH INST.
SHANGHAI	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	ON 29TH INST.
SHANGHAI	MOJI, KOBE & YOKOHAMA	Brit. str.	ON 30TH INST.
SHANGHAI	NAGASAKI, KOBE & YOKOHAMA	Brit. str.	ON 31ST INST.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 1ST SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 2ND SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 3RD SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 4TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 5TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 6TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 7TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 8TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 9TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 10TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 11TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 12TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 13TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 14TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 15TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 16TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 17TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 18TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 19TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 20TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 21ST SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 22ND SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 23RD SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 24TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 25TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 26TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 27TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 28TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 29TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 30TH SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 31ST SEPT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 1ST OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 2ND OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 3RD OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 4TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 5TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 6TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 7TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 8TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 9TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 10TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 11TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 12TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 13TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 14TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 15TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI	Brit. str.	ON 16TH OCT.
SHANGHAI	YOKOHAMA, KOBE & MOJI		

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ ASSAYE ... Capt. G. W. Cookman, R.N.D. } LONDON VIA USUAL PORTS { ARCADIA ... Capt. S. Barcham ... }	D'light 15th Aug. Noon, 17th Aug.	{ Freight and Passage. See Special Advertisement.
LONDON AND ANTWERP	CYANIA ... Capt. A. E. A. Baker ...	About 19th Aug.	{ Freight only.
VIA SINGAPORE, PE	CANDIA ... Capt. R. E. Shore ...	About 22nd Aug.	{ Freight only.
SAID AND MARSEILLES	SHANGHAI, HANKOW, MOJI, KOBE, PALMA ... Capt. H. W. A. Clark, R.N.D. } AND YOKOHAMA ... Capt. W. A. Clark, R.N.D. } For Further Particulars apply to H. W. D. SHALLARD, Acting Superintendent.	About 22nd Aug.	{ Freight only.

Hongkong, 12th August, 1912.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING" ... "CHINHUA" ...	On 13th Aug., 4 P.M. 15th Aug., 4 P.M.
SHANGHAI	"TAMSUI" ... "SINGAN" ...	On 15th Aug., 4 P.M. 16th Aug., 4 A.M.
HAIKONG	"SINGAN" ... "ANHUL" ...	On 17th Aug., Mid-night. On 18th Aug., 4 P.M.
WEIHAIWEI & TIEN-Tsin	"HUICHOW" ... "TEAN" ...	On 20th Aug., 4 P.M. On 21st Aug., 4 P.M.
MANILA, CEBU and ILOILO	IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE	"CHANGSHA" ...	On 28th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

This Steamer has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms; a duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Hongkong, 12th August, 1912. TELEPHONE 36. AGENTS [REDACTED]

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**HAMBURG-AMERIKA LINIE**  
IN CONJUNCTION WITH  
DEUTSCHE DAMPF-SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STEATS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marsella, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

HONGKONG, KOBE & YOKOHAMA:	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. FUERST BUCOLW 15th August.
	S.S. PISA ... 15th August.
	S.S. O. J. D. AHLDERS ... 22nd August.
	S.S. C. FEED. LABISZ 11th Sept.
	S.S. ARCADIA ... 24th Sept.
For Further Particulars, apply to—	FOR BOSTON & NEW YORK: S.S. AMERIA ... 31st Aug.
	HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd August, 1912. 110

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Pasmore ...	TUESDAY, 13th Aug., at 11 A.M.
"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 16th Aug., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 20th Aug., at 11 A.M.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WED'DAY, 14th Aug., at 11 A.M.  
Sunday, 18th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (now Blake Pier).

During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 13th August 1912. 17

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA
EASTERN ...	On 9th Aug.	On 17th Aug., Noon.
ALDENHAM ...	On 23rd Aug.	On 23rd Aug., Noon.
EMPIRE ...	On 14th Sept., Noon.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

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**TOYO KISEN KAISHA**

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINOY MARU AND TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

**"NIPPON MARU."**

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS CAPTAIN DATE OF SAILING.

NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., NOON.
TENOY MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINOY MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
TENYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 13th August, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamer—

**BUYO MARU, HONGKONG MARU AND KIYO MARU**

Between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TONS DATE OF SAILING.

BUYO MARU ...	10,500 ...	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000 ...	TUESDAY, 3rd Dec., at Noon.
KIYO MARU ...	17,500 ...	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

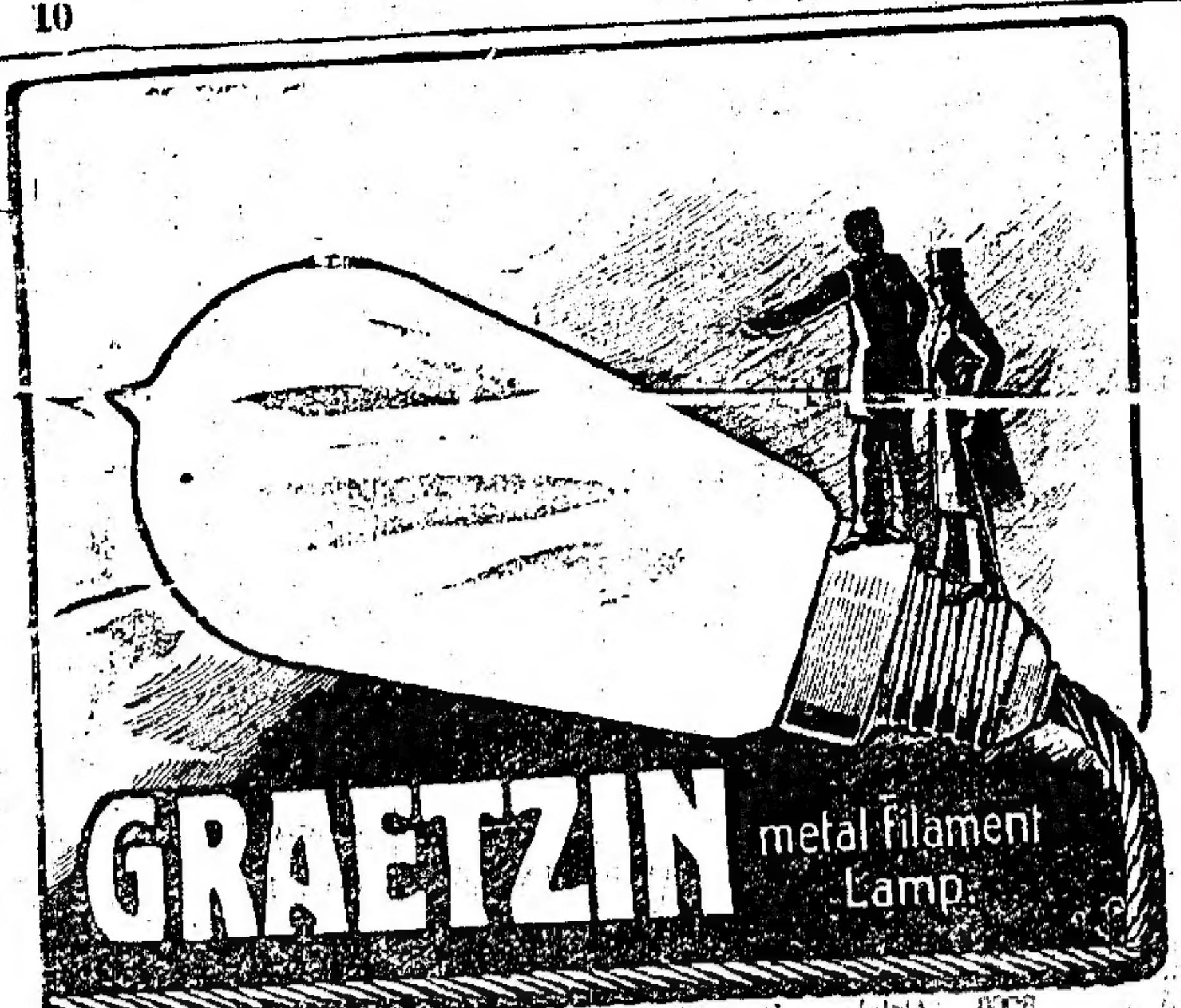
**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Connecting Steamers from COLOMBO to MARSEILLES	Due HONGKONG	Leave MARSEILLES (Brindisi London 1 day later)
ARCADIA ...	7000	MONGOLIA 10000	Sept. 15	Sept. 21
ASSAYE ...	7500	MEDINA 12500	Sept. 28	FRIEDAY
IND				



## GRAETZIN

metal filament  
Lamp.REDUCED PRICE:  
75 centsfor 16. 25. 32 and 50 C.P.  
REBATES TO RETAILERS.OBTAIABLE FROM—  
**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 9th August, 1912.**CH. WEISS, TROSSINGEN.**  
WEISS'S MOUTH ORGANS

ARE THE BEST!

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.

Hongkong, 9th August, 1912.

COMMERCIAL  
CLOSING QUOTATIONS.

August 12th.

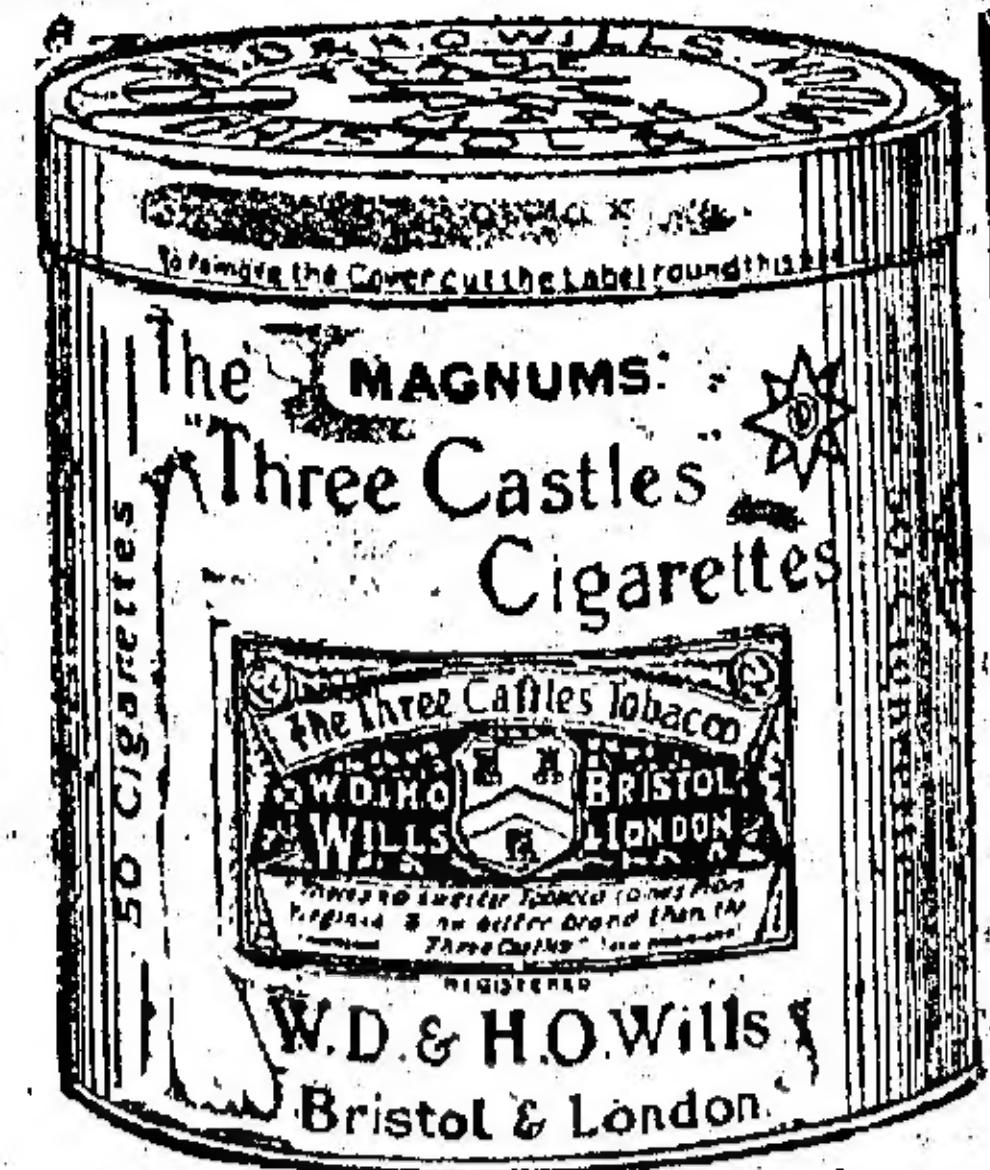
ON LONDON—	Telegraphic Transfer .....	1/11c
	Bank Bills, on demand .....	1/11c
	Bank Bills, at 30 days' sight .....	1/11c
	Bank Bills, at 4 months' sight .....	2/1c
	Credits, at 4 months' sight .....	2/1c
	Documentary Bills 4 months' sight .....	2/1c
ON PARIS—	Bank Bills, on demand .....	25c
	Credits, at 4 months' sight .....	25c
ON GERMANY—	On demand .....	20c
ON NEW YORK—	Bank Bills, on demand .....	49c
	Credits, at 60 days' sight .....	49c
ON BOMBAY—	Telegraphic Transfer .....	148c
	Bank, on demand .....	148c
ON CALCUTTA—	Telegraphic Transfer .....	148c
	Bank, on demand .....	148c
ON SHANGHAI—	Bank, at sight .....	73c
	Private, 30 days' sight .....	74c
ON YOKOHAMA—	On demand .....	97c
ON MANILA—	On demand—Peso .....	97c
ON SINGAPORE—	On demand .....	85c
ON BATAVIA—	On demand .....	119c
ON HAIPHONG—	On demand .....	3 1/4 p.m.
ON SAIGON—	On demand .....	76c
ON BANGKOK—	On demand .....	810c
BUREAUS, Bank's Buying Rate .....	GOLD LEAF, 100 fine, per oz .....	\$52.20
	GOLD LEAF, 100 fine, per oz .....	28c
	BAR SILVER, per oz .....	28c

	SUBSIDARY COINS	per cent
Chinese .....	20 cents pieces .....	64.45 discount.
Chinese .....	10 " .....	16.90 "
Hongkong .....	20 " .....	6.60 "
Hongkong .....	10 " .....	6.60 "

	MAILS VIA SIBERIA.	
London Date	Shanghai	
July 24th.	August 10th.	
July 27th.	August 12th.	

DO YOU LIKE A LARGE  
CIGARETTE?

IF SO, MESSRS. W. D. &amp; H. O. WILLS'

"THREE CASTLES"  
MAGNUMSW.D. & H.O.Wills  
Bristol & London.

Will just suit you. It is HAND-MADE, QUITE free from dust, and will please the most fastidious Smoker.

Obtainable in air-tight tins of 50 from all Dealers.

ASK FOR

"THREE CASTLES"  
MAGNUMS.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 12TH AUGUST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$274, sellers £24
China Borneo Company, Limited .....	60,000	\$12	all	99
China Light and Power Company, Limited .....	50,000	\$5	all	21.15, sellers
China Provident, Loan & Mortgage Co., Ltd..	200,000	\$1	all	382
COTTON MILLS.—				
Ewe Cotton Spinn'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 97
Hongkong Cotton Spinning Co., Ltd .....	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited .....	40,000	\$72	all	322
DOCKS AND WHARFS.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	56, sales
New Amoy Dock Co., Limited .....	10,000	\$5	all	62
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48, sellers
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	all	\$4, sellers
Green Island Cement Co., Limited .....	400,000	\$10	all	235, sales
Hongkong Electric Co., Limited .....	60,000	\$10	all	\$114, buyers
Hongkong Hotel Company, Limited .....	12,000	\$30	all	\$75, buyers
Manila Metropole Hotel Limited .....	8,000	Tls. 10	all	P28
Hongkong Ice Company, Limited .....	15,000	\$25	all	205
Hongkong Soap Manufacturing Co., Limited .....	50,000	\$10	all	320
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	53, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited .....	10,000	\$250	250	2274, sales
Chia Fire Insurance Co., Limited .....	20,000	\$100	210	513
China Traders Insurance Co., Limited .....	24,000	\$53.33	225	8100
Hongkong Fire Insurance Co., Limited .....	8,000	\$250	250	354
North China Insurance Co., Limited .....	10,000	\$15	25	Tls. 130
Union Insurance Society, Limited .....	12,400	\$250	100	\$800, sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	90	\$195, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$1024, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	73.95
Kowloon Land and Building Co., Ltd.	6,000	\$50	30	34, buyers
Shanghai Land Investment Co., Limited .....	75,000	Tls. 50	all	54, buyers
West Point Building Co., Limited .....	12,500	\$50	all	54, buyers
Maastrichtspoor tot Mijne, Boschen-en .....	25,000	Gds. 10	all	Tls. 60, buyers
Landsbouw exploitatie in Langka .....	60,000	\$25	25	100, sales
Mining.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33.6
Tronch Mines, Limited .....	160,000	\$1	all	73.9, sellers
Heawood Tin and Rubber Estate, Ltd.	71,280	2/-	all	4/3
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	26
Peak Tramways Co., Limited .....	50,000	\$20	21	112, buyers
Philippines.—				
Philippines Sugar Refining Co., Limited .....	20,000	\$100	all	\$116
China Sugar Refining Co., Limited .....	7,000	\$100	all	333, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	88
Douglas Steamship Co., Ltd.	20,000	\$15	all	26
Hongkong, Canton & Ningpo Co., Ltd.	80,000	\$15	all	264
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	71, 12.79
Shell Transport & Trading Co., Limited .....	2,500,000	\$1	all	100, sales
Star Ferry Company, Limited .....	12,000	\$10	21	840, buyers
South China Morning Post, Limited .....	6,000	\$25	22	822
Steam Laundry Company, Limited .....	20,000	\$5	21	55, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited .....	1,200	\$10	all	223
Wm. Powell, Limited .....	15,000	\$7	all	37, buyers
Watkins, Limited .....	10,000	\$10	all	44,50, buyers
A. S. Watson & Co., Limited .....	90,000	\$10	all	44,90, sel. & buy.
Weissmann, Limited .....	3,000	\$10	all	16, buyers
Gando Price & Co., Ltd.	50,000	\$10	all	32
Societe des Pulpes et Papeteries du Tunkin .....	13,200	\$50	all	33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	310
United Asbestos Oriental Agency, Limited .....	9,300 ord.	\$10	all	34, buyers
Union Water Co., Limited .....	100 fids.	\$10	all	33.40
	50,000	\$10	all	310
RUBBER.—				
Par. Rubber in London .....				4/10d per lb.
CI. Loans	Amount.	Value.	Interest.	Quotation.
Interest Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum.	Par.
				VERNON & SYMTON, Share Brokers

TO-DAY				
4.30 P.M.—Lady May's "At Home," at Mountain Lodge.				
Saturday, 17th August.—				
Non—Hongkong and Shanghai Banking Corporation Ordinary Half-Yearly Meeting at the City Hall.				
Friday, 23rd August.—				
9 P.M.—Baudmann Opera Co. at the Theatre Royal.—The Quaker Girl."				
Saturday, 17th August.—				
Non—Hongkong and Shanghai Banking Corporation Ordinary Half-Yearly Meeting at the City Hall.				
Friday, 30th August.—				
Non—Auction of Very Valuable Household Properties at Auction Rooms, by Messrs. Hughes & Hoag.				